



DEFENSE LOGISTICS AGENCY
DEFENSE ENERGY SUPPORT CENTER
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IN REPLY
REFER TO DESC-QA

NOV 07 2008

MEMORANDUM FOR COMMANDER MILITARY SEAFILT COMMAND

SUBJECT: Information Required to Allow DESC Quality Evaluation of Vessels Chartered to Carry DESC Petroleum Products

In order for DESC to properly evaluate vessels that have offered on MSC solicitations to carry DESC product, we must have adequate information on each vessel to allow us to make a technically sound decision. While we do not expect that the technical evaluation will eliminate all problems, we do think it does increase the rate of successful loadings and reduces the number of rejections that occur once the vessel presents for internal tank inspection by our Quality Representative (QR)

To ensure DESC-QA provides MSC the highest level of quality support, the following information must be provided for each nominated vessel. We would prefer that all information be provided at one time and not on a piecemeal basis, but understand that last minute requirements sometimes make that difficult.

- a. Heating Coils: If cargo tanks have heating coils, provide the coil type or composition (such as stainless steel, copper, etc), date that the heating coils were last used and pressure tested, and the results of the test (passed or failed). Vessel tanks with copper or yellow metal compounds are normally not acceptable for jet fuel cargoes.
- b. Cargo Tanks: If cargo tanks are coated, provide coating type (epoxy, inorganic zinc, etc.). Coal tar coating is not acceptable for DESC cargoes. If tanks are not coated, then state "none."
- c. Product Test Data: DESC requires that Certificates of Quality be submitted for each shore tank, as well as the vessel after loading (composite sample) for the last and next to last cargoes. The Certificates of Quality should contain all of the test data required by the specification for the products which were previously loaded (last and next to last). It is not acceptable for offerors to state that the results were "typical" of specifications for the product loaded. Additionally, the following are required for the specific products mentioned.
 - (1) Naphtha/condensates: mercaptan sulfur, reported in "parts per million" (ppm) or "mass percent", or Doctor Test (ASTM D 4952).
 - (2) Gasoline (Motor or Aviation): It must be stated whether the previous product was "leaded" or "unleaded". This is needed to determine cargo tank "safe entry" testing requirements.

Vessels must be gas free and safe for entry. Where a prior cargo contains a known toxic composition such as gasoline or naphtha (or other compounds that will be evaluated on an individual basis), the vessel will perform at their expense, the necessary toxicity screens by an appropriate authority, i.e. Certified Marine Chemist, Certified Industrial Hygienist. The test information on oxygen levels, flammability levels, toxicity, visuals, date and time will be recorded on a Log of Inspections and Tests to include the Testing Instrument Used and Signature of the Competent Person performing the tests. All toxicity/flammability assessments will be performed in the presence of the inspecting QR.



Because required data is not always complete and in some cases additional data is necessary, we request MSC provide us with maximum advance time for evaluations. We realize that the required quality information from the bidders may not always be immediately available, even though required by the MSC solicitation. DESC looks forward to continue DESC, MSC cooperation.

A handwritten signature in black ink, appearing to read "Robt Koeller", written in a cursive style.

ROBERT KOELLER
Chief
Quality Operations Division